

River Blyth
Port Health Authority

ANNUAL REPORT

OF THE
MEDICAL OFFICER
OF HEALTH

JOHN STEEDMAN, M.D., B.Hy., D.P.H.

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MEMBERS OF THE AUTHORITY,

COUNCILLOR F. RAFFERTY (Chairman), Blyth.

COUNCILLOR C. S. KIDD (Vice-Chairman), Bedlington.

ALD. W. W. MATHER, J.P. COUN. J. R. CURRY.

ALD. R. WALKER. COUN. J. W. HEATLEY.

ALD. A. WALTON, J.P. COUN. T. STEPHENSON.

COUN. R. TURNBULL.

Appointed by the Blyth Borough Council (except Vice-Chairman).

COUN. W. C. WARD. COUN. C. S. KIDD. COUN. W. MATHER.

Appointed by Bedlingtonshire Urban District Council.

OFFICERS AND STAFF,

Clerk to the Authority—J. LEIGH TURNER.

Medical Officer of Health—JOHN STEEDMAN, M.D., B.Hy., D.P.H.

Deputy Medical Officer of Health—W. I. GORDON, M.A., M.B., CH.B.

*Sanitary Inspector and Executive Officer under Rats and Mice
(Destruction) Act, 1919—*

JOHN DILKS, M.S.I.A.

Rat Catcher—A. F. CHAPMAN.

Clerk—WILLIAM ELLIOTT.

Matron (Isolation Hospital)—MISS H. KIMM S.R.N., C.M.B.

Nurse (Isolation Hospital)—MISS L. HUTCHINSON.

Clerk's Office—Municipal Buildings, Blyth. (Tel. Blyth 401).


Medical Officer's Office—Wellington House, Blyth. (Tel. Blyth 401).

Medical Officer's Residence—101, Bondicar Terrace, Blyth.
(Tel. Blyth 318).

Sanitary Inspector's Office—6, Blagdon St., Blyth. (Tel. Blyth 401).

Isolation Hospital—Cowpen, Blyth. (Tel. Blyth 401).

Telegraphic Address—"Portelth, Blyth."



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River Blyth Port Health Authority

BONDICAR TERRACE,
BLYTH,

February, 1933.

*To the Chairman and Members of the
River Blyth Port Health Authority.*

GENTLEMEN,

Once again it is my privilege to place before you the Annual Report of the Sanitary circumstances, Sanitary administration and Statistics of the Port of Blyth, for the year 1937.

The Port Sanitary Regulations of 1933 have been carried out in the spirit as well as the letter, and have given rise for no special comment. On no occasion was it found necessary to designate a mooring berth in the harbour.

There is still much depression in the coal trade upon which the port depends much for its prosperity. In spite of this, however, the shipment of coal was only 138,612 tons short of the record achieved the previous year. The figures for the previous three years are given in comparison with that for 1937 :—

	1937.	1936.	1935.
COAL (tons)	6,649,654	6,788,266	6,512,842

The chief imports during the year were :—Cement, 9,243 tons ; Tiles, 2,883 tons ; Timber (deals and pit props), 21,735 tons.

The number of arrivals in the Port was 4,797, as compared with 5,004 the previous year. The figures are given below for the last three years :—

	1937.	1936.	1935.
FOREIGN : Steam	786	787	907
Motor.....	20	17	11
Sail.....	1	—	1
Fishing	2	3	18
TOTAL FOREIGN ...	809	807	937
COASTAL : Steam	3,370	3,612	3,504
Motor.....	549	491	368
Sail	12	16	23
Fishing	57	78	100
TOTAL COASTAL.....	3,988	4,197	3,995
TOTAL FOREIGN AND COASTAL .	4,797	5,004	4,932

There were made during the year in all 4,769 inspections for the detection of Nuisances on board ship. Of these 3,635 were on British owned ships, and 1,134 on Foreign owned. Amongst the former were 65 defects due to wear and tear and 66 due to dirt, vermin and other conditions prejudicial to health. On the Foreign ships were found 17 from wear and tear and 14 from dirt, vermin, etc.

The sanitary work proceeds with very little disturbance to the arrival or departure of vessels.

Polluted shellfish continue, though possibly in a less degree, to be gathered from the area under the supervision of the Authority, and unless it can be proved that they are for "sale for human consumption" your officials are powerless in the matter. I can only refer to the remarks on this subject in last year's report and leave it at that.

Your Hospital was in almost constant use throughout the year. Fifty-four cases were admitted of which 41 were from Blyth Borough area and 13 from Bedlington U. District. There were treated 46 cases of Diphtheria, 1 Enteric, 2 Erysipelas, 3 Measles and 2 Haemolytic Streptococcal infections.

I have much pleasure in acknowledging the assistance of all fellow officials of the Authority, and also the wholehearted co-operation of the Pilots and Customs Officers. Many courtesies have also been received from the Blyth Harbour Commissioners and their officials which merit thanks.

Lastly I would record my thanks to the Members of the Port Authority for their continued support and I trust, confidence.

I am, Gentlemen,

Your obedient Servant,

JOHN STEEDMAN,
*Medical Officer of Health,
Port of River Blyth.*

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1937.

TABLE A.

Vessels.	Number	Tonnage	Number Inspected.		Number reported to be defective.	Number of Vessels on which defects were remedied	Number of Vessels reported as having had, during the voyage, infectious disease on board
			By the Medical Officer of Health.	By the Sanitary Inspector			
Foreign Steam ...	786	603,774	56	785	23	23	7
„ Motor ...	20	11,242	6	20	1	1	—
„ Sail ...	1	10	—	1	—	—	—
„ Fishing ...	2	207	3	2	—	—	—
Total Foreign ...	809	615,233	65	808	24	24	7
Coastwise Steam	3,370	2,086,100	70	3,355	136	136	5
„ Motor	549	120,872	22	541	1	1	—
„ Sail ...	12	5,374	4	12	1	1	—
„ Fishing	57	4,371	28	53	—	—	—
Total Coastwise ...	3,988	2,216,717	124	3,961	138	138	5
TOTAL—Foreign & Coastwise	4,797	2,831,950	189	4,769	162	162	12

CREWS OF VESSELS EXAMINED.

Coastwise	Foreign	Fishing	Total
51,982	13,301	687	65,970

Number of individual ships arrived from foreign ports during the year—247.

II.—CHARACTER OF TRADE OF PORT.

TABLE B.

(a) PASSENGER TRAFFIC DURING 1934.

No. of Passengers	First Class	Second Class	Third Class	Trans-migrants
Inwards.....	Nil	Nil	Nil	Nil
Outwards	Nil	Nil	Nil	Nil

Passengers arriving at Blyth are chiefly on holidays or friends of crews. The number recorded at the port during the year was 115. There is no regular service of passenger boats.

(b) CARGO TRAFFIC.

EXPORTS.—Coal, 6,641,364 tons ; Coke, 8,290 tons.

IMPORTS.—Cement, 9,243 tons ; Tiles, 2,553 tons ; Deals and Boards, 8,019 tons ; Mining Timber, 13,716 tons.

(c) The following are the ports from which vessels have arrived :—

Foreign Ports.

NORWAY.—Aalesund, Aandaldnes, Bergen, Christiansand, Haugesund, Harum, Oslo, Porsgrund, Sarpsborg, Sande.

SWEDEN.—Gothenborg, Hanstad, Helsingborg, Karreback-munde, Linham, Malmo, Nyborg, Skoghall, Lysekil, Torefors, Koinosta.

DENMARK.—Aarhus, Copenhagen, Elsinore, Horsens, Kolding, Korsor, Laskov, Logson, Odense, Vejle.

GERMANY.—Altona, Bremen, Brunsbottel, Emden, Flensburg, Harburg, Hamburg, Kiel, Worms.

HOLLAND.—Amsterdam, Delfzyl, Dordrecht, Dramen, Groningen, Harlingen, Sluiskyl, Terneuzen, Ymuiden, Zeebrugge.

BELGIUM.—Antwerp, Bruges, Nieuport, Ostend, Port Brule, Selzaete.

FRANCE.—Bordeaux, Boulogne, Brest, Caen, Calais, Cherbourg, Dunkirk, Dieppe, Deauville, Fecamp, Ghent, Granville, Havre, Honfleur, Lorient, La Rochelle, Merlaix, Nantes, Quimper, Rouen, St. Briec, St. Servan, St. Malo, Tonnay-Charante.

ICELAND.—Reykjavik, Seydisfjord, Seglesfjord, Westmanisle.

FINLAND.—Humango, Myham, Makstakti.

SPAIN.—Torrevieja.

RUSSIA.—Leningrad.

DANZIG F.S.—Danzig.

LATVIA.—Riga.

FAROE ISLES.—Faroe.

III.—SOURCE OF WATER SUPPLY.

(a) The Port is supplied by the Newcastle and Gateshead Water Company on the south side of the river, and the Tynemouth Water Company on the north side.

(b) Ships are supplied from the mains, which are laid along the loading, and most of the waiting berths. Ample provision is now made for supply at practically every part of the harbour with the exception of several jetties, but these can be reached by water boat. The Dry Docks and Shipbuilding Company supply ships with fresh water during their stay in the docks for repairs.

(c) Two water boats are still in commission, one the property of the Harbour Commissioners, and the other privately owned. They are frequently inspected from structural and sanitary stand-points. Both these boats are docked periodically when the tanks are thoroughly cleansed and repairs carried out. The new supply tanks as referred to last year continue to give satisfaction. They are the property of the Harbour Commissioners.

IV.—THE PORT SANITARY REGULATIONS, 1933.

(1) The arrangements in force at present for dealing with Declarations of Health are as follows:—The Pilots, who have consented to co-operate in the new Regulations, are supplied with Forms P.S.1., and issue these to the Masters of Foreign ships. The Master, on completion, hands the Form of Declaration to the Customs Officer or a member of the staff of the Medical Officer. If anyone from the staff of the Medical Officer boards the ship prior to any Customs Officer he collects the Form of Declaration and leaves Form P.S.2., thus showing that there is no medical reason for withholding pratique. This, of course, is when the declaration requires no medical inspection.

This method has so far been satisfactory, and the understanding between the Pilots, Customs Officers and Members of the Authority's staff is efficient.

(2) Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from a foreign ship until it has been declared free either by the Customs Officer or the Medical Officer.

(3) Notification to the Sanitary Authority is now sent direct to the registered telegraphic address: "Portelth, Blyth," if any vessel should require special attention. Wireless messages are received at the Cullercoats station, which is situated about seven miles south of Blyth. These in turn are passed through the G.P.O. and sent to the above address. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages

and, if in relation to health, they are passed on to the Medical Officer. The Pilots, Customs, etc., hand in any information required as stated by the Port Regulations.

(4) MOORING STATIONS UNDER ARTICLE 10.—(a) Should any ship, on arrival, be suspected as having infectious disease on board, such ship would be berthed at the Inspection Jetty, known as the Seven Stars Jetty, pending medical examination. This has been the arrangement previously and has always been found suitable. If after medical inspection the ship was found to be infectious, it would then be sent to Quarantine Jetty, which is situated on the north side of the river, and cannot be approached unless by boat. The Harbour Master has consented to make an emergency berth at any part of the river should the circumstances demand such action, to be known as a “designated” mooring station under the new Regulations.

(b) There is no mooring berth outside of the docks. The situation of the river does not allow the berthing of vessels outside of the harbour.

(5) Standing exemptions have been arranged, with the consent of all concerned, that all ships except those with evidence or suspicion of infection from Plague, Cholera, Yellow Fever, Smallpox or Typhus Fever, may be allowed to proceed to their berths. Each or any such berth may become a “designated” mooring station if circumstances so require. It is understood, of course, that any such exempted ship shall be dealt with at the earliest possible moment by your staff, according to the conditions obtaining on board.

(6) When a ship arrives from a foreign port, no one is supposed to board or leave the ship other than the Pilot, Customs Officer of the Medical Officer or his staff, until it has been declared free from control as required by the Regulations. The various officers, as mentioned herewith, are complying strictly with Part I, section 16, and so far, it can be stated that compliance with this part of the Regulations has been adhered to.

(7) (a) PREMISES AND WAITING ROOMS FOR MEDICAL EXAMINATION.—There are no special premises or waiting rooms for medical examinations. Any work under this section has to be carried out on the ship or in case of removal at the Port Sanitary Authority's Hospital.

(b) The cleansing or disinfecting of ships is carried out at their respective berths, or when they are in Dry Dock. In case of infectious disease, disinfection of crew's quarters, etc., is usually done with SO₂, or sprayed with Formalin. There is no cleansing station or other arrangements for the cleansing of persons: the erection of such stations is still in abeyance. When patients are removed to hospital, their clothes, bedding, etc., are removed also and disinfected in apparatus installed at the Hospital.

(c) There are no premises or temporary accommodation for persons other than the Port Hospital.

(d) The Port Sanitary Authority have their own Infectious Disease Hospital to which patients are removed. The Hospital is situated on the upper reaches of the river being about two miles from the centre of the harbour. Three wards are available at this hospital, and in addition other cases can be dealt with in the Borough Hospital by arrangements with the Authority.

(d) AMBULANCE TRANSPORT.—The Port Sanitary Authority have the use of Blyth Infectious Motor Ambulance, and arrangements are conveniently made by telephone when required.

(e) SUPERVISION OF CONTACTS.—Any person or persons leaving a ship, will, as required by these Regulations, give his name and address to the Medical Officer of the Port where disembarkation takes place. Should any person or persons change their address within fourteen days, notification of such change must be made to the Port Medical Officer where disembarkation takes place. Special Post Cards (P.S.3) have been printed with the name and address of the Authority thereon, also some of the requirements of the Regulations. A reply card is also attached to this, this simplifying matters and rendering information readily where contacts are concerned.

(8) Bacteriological examinations of rats are carried out in the first place by your Medical Officer, and in the event of any signs pointing to the probability of Plague Infection, further examinations would be carried out in the College of Medicine, in Newcastle-on-Tyne. During the year 28 rats were so examined by your Medical Officer, and none was sent away for further examination.

(9) Bacteriological examinations such as swabs or blood tests are carried out as required at the County Laboratory, in Newburn.

(10) ARRANGEMENTS FOR THE DIAGNOSIS AND TREATMENT OF VENEREAL DISEASES AMONG SAILORS UNDER THE INTERNATIONAL ARRANGEMENTS.—Most cases consult private medical practitioners in the port area. Leaflets are distributed, however, in the appropriate language, upon the first visit of your officers to the ship, giving particulars of the recognised treatment centre at the Royal Victoria Infirmary, Newcastle.

(11) ARRANGEMENTS FOR THE INTERMENT OF THE DEAD.—When dead bodies are recovered from the river or a ship, they are placed in the Port Mortuary. This building is kept and maintained by the Port Health Authority. When bodies are not identified they are buried by the Local Authority, who claim any expenses incurred therein from the County Council.

(12) OTHER MATTERS, IF ANY, REQUIRING OR RECEIVING ATTENTION.—There are none such. The smooth working of the Port Sanitary Regulations, 1933, at the Port of Blyth, is largely due to the wholehearted assistance of the local officers of the Customs and Excise, also the River Pilots, between whom and your Officers, there have always been the best relations, and I record my appreciation of their hearty co-operation.

TABLE C.

CASES OF INFECTIOUS SICKNESS LANDED
FROM VESSELS.

Disease.	Number of Cases during 1937.		Number of Vessels concerned.	Average Number of Cases for previous five years.
	Passen- gers.	Crew.		
Influenza.....	Nil	1	1	1.71

TABLE D.

CASES OF INFECTIOUS SICKNESS OCCURRING
ON VESSELS DURING THE VOYAGE, BUT
DISPOSED OF PRIOR TO ARRIVAL.

Disease.	Number of Cases during 1937.		Number of Vessels concerned.	Average Number of Cases for previous five years.
	Passen- gers.	Crew.		
Nil	Nil	Nil	Nil	3.03

OTHER SICKNESS.

January 3rd, 1937.—S.S. *Hoogland* (Dutch).—Arrived from Bremen when the 2nd Mate and Mess Boy were reported to be suffering from Influenza. They received medical treatment during their stay in port.

January 18th, 1937. S.S. *Hoogland* (Dutch).—The Cook was found to be suffering from Influenza when he reported sick on arrival from Amsterdam, and received appropriate treatment prior to sailing.

January 18th, 1937. S.S. *Bovey Tracey* (British).—It was reported that the Master had been suffering from Influenza when his ship arrived from Dartmouth. He had practically recovered after having had treatment at the latter Port.

January 23rd, 1937. S.S. *Corstar* (British).—After arrival from London, three members of the crew, Steward and two Sailors, were found to be suffering from Influenza. They had been treated on board, and were greatly improved when their ship berthed in the Harbour.

January 28th, 1937. S.S. Swiftsure (British).—The Master was found to be suffering from Influenza when he arrived from London. On medical advice he was removed ashore to receive further treatment, and was later sent home to recuperate.

January 30th, 1937. S.S. Bifrost (Swedish).—A fireman was found to be suffering from Influenza when he arrived from Gothenborg. He received treatment in port and was about recovered when the ship finished loading prior to sailing.

February 8th, 1937. S.S. Foreland (British).—When this vessel arrived from Sluiskyl the Master reported that the Bo'sun was ill. He was medically examined and was found to be suffering from Influenza, and received treatment in the port.

April 25th, 1937. S.S. Wychwood (British).—On arrival from Zeebrugge, the Wireless Operator was reported suffering from throat trouble. He was later examined by your Medical Officer, but the illness was found to be nothing of a serious nature and non-infectious.

May 17th, 1937. S.S. Silesia (Swedish).—A fireman was ill when this vessel arrived from Linhamn (Sweden). On being examined he was found to be incapacitated with stomach trouble. He received medical treatment during the vessel's stay in port.

June 9th, 1937. S.S. Monark (Swedish).—The Master reported all well on arrival from Bordeaux ; however, it was learnt that they had been trading on the coast of French West Africa (Dakar), and after leaving the latter port the Cook and a Fireman had taken ill, and were treated at Bordeaux for slight Malarial infection. They soon recovered, and nothing further developed after leaving that port.

July 20th, 1937. S.S. Rayford (British).—The Master was slightly affected with Influenza on arrival from Peterhead. He received medical treatment in the port and soon recovered.

September 20th, 1937. S.S. Ranee (British).—Arrived from Rotterdam ; the Chief Officer reported that the Sarang had taken ill and died at that port. It was diagnosed as Diabetes. There was a Lascar crew on board.

October 8th, 1937. S.S. Oscar Gorthon (Swedish).—The Master was slightly ill with Influenza on arrival from London. He received medical treatment in the port and was recovered when his ship sailed.

December 11th, 1937. S.S. Corsea (British).—A sailor was reported ill on arrival from London, and was found to have Influenza. He received treatment in the port.

December 12th, 1937. S.S. Afon Gwili (British).—Arrived from Rouen ; the Master reported ill, and on medical examination was diagnosed as having Jaundice. Further treatment was given during his stay in the port.

THE PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.—There has no importation of parrots or birds of similar species as defined in the Order. On several occasions love birds have been found on board, these being kept as domestic pets. The necessary forms have been served from time to time, prohibiting the removal of such birds while the vessels are awaiting cargo.

V.—MEASURES AGAINST RODENTS.

1.—Steps taken for detection of Rodent Plague :—

(a) *In Ships in Port.*—On arrival at the Port, vessels are examined, and, if there is any evidence of rats, notice is at once served on the Master. The Port Health Authority have their own official rat-catcher, who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year 28 rats have been examined bacteriologically by your Medical Officer for evidence of Plague, but in no case was the result positive.

(b) *On Quays, Wharves, Warehouses, etc., in the vicinity of the Port.*—Poison baits are laid regularly along the river banks, and around the docks, warehouses, dry-docks, and the ship-breaking Yard. Rat Week was duly observed, and every firm on the riverside was circularised and asked to co-operate with the Port Health Authority in a special effort for the destruction of these pests. The result appeared highly satisfactory, and a fair number of dead rats was recovered. Private firms throughout the year laid rat poisons in an effort to keep their premises as free as possible from rat infestation.

2.—Measure taken to prevent the passage of rats between ships and the shore :—

Rat guards are kept by the Port Health Authority for use when required. Rat guards are used during the fumigation and are kept attached to the mooring ropes till the vessels are ready for sea. Special attention is given to gangways, ladders, etc.

3. Methods of deratisation of :—

(a) *Ships. Fumigation.*—Some vessels deratised during the year were done with Sulphur Dioxide. The method employed is that of burning sulphur in specially constructed pails and sealing the compartments down for a period of from six to eight hours. The standard requirement for International purposes is 3lbs. of sulphur per 1,000 cubic feet of space, and sulphur of good quality only is used. Care is exercised to see that the proper cubic capacity of compartments is correctly estimated. The work is carried out by private firms, all who are established on Tyneside.

As in previous years HCN gas has been used. The work is carried out by skilled operators, and has at all times been found to be satisfactory. The standard for International purpose is 2oz. per 1,000 cubic feet for holds, cargo spaces, etc., and 1oz. per 1,000 cubic feet for superstructures, that is officers' quarters, messrooms, galleys, etc. Observations have proved that the gas has a deadly effect on Cockroaches, Bugs, Fleas, etc.

When vessels are undergoing fumigation, every precaution is taken, such as the posting of notices over the ship's sides, also the fencing off of the gangways to render the process as free as possible from accidents. The minimum period of exposure for this gas is two hours, and effects a considerable saving of time compared with other methods such as Sulphur Dioxide.

Trapping.—It was found necessary to carry out trapping occasionally during the year, and while it can be useful in clearing rats from single compartments the method is not generally adopted where there are rat indications elsewhere. It is now recognised that fumigation, especially for International Sanitary Certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons.—Poison baits are sometimes put down on vessels where there is only a slight indication of rats. It is also a convenient way of dealing with the vessels which are laid up or where the vessels are having a short stay in port.

(b) *Premises in the vicinity of Docks and Quays.*—These are generally dealt with by poison baits as occasion may require. Trapping is also carried out on private premises.

4.—Measures taken for the detection of rats prevalence in ships and on shore :—

Daily inspections are carried out, and vessels are searched upon arrival by the Health Inspector and Rat Catcher. Special attention is given to foreign arrivals, also those from infected or suspected ports. Old vessels, where rat harbourage is more evident, are closely searched. Shore premises are also inspected, and advice is given to private owners on methods of rat destruction.

5. *Rat Proofing.*—(a) The docks, wharves, and warehouses are not of recent construction, and cannot be said to be rat-proof. As there is no importation of foodstuffs, no facilities are offered for the feeding of rats, and the various places are fairly free of rodents.

(b) Advice is given to the masters of vessels and occupiers of premises as to the best methods of making ships and premises rat-proof.

RATS DESTROYED DURING 1937.

TABLE E.

(1) On Vessels.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Black Rats	5	2	19	2	—	—	—	—	—	2	4	—	34
Brown Rats	—	—	—	—	—	—	—	—	—	—	—	—	—
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined	5	2	19	2	—	—	—	—	—	2	4	—	34
Infected with Plague.....	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Black Rats	—	—	—	—	—	—	—	—	—	—	—	—	—
Brown Rats	1	—	—	—	—	—	—	—	—	1	—	—	2
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined	1	—	—	—	—	—	—	—	—	1	—	—	2
Infected with Plague.....	—	—	—	—	—	—	—	—	—	—	—	—	—

Poison Baits laid on Docks, Wharves, Quays and Warehouses during the year 1937.

Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
30	—	35	60	50	60	60	—	150	70	200	50	765

TABLE G.

Measures of Destruction on plague "Infected" or "Suspected" Vessels, or Vessels from Plague infected ports arriving in the port during the year.

Total Number of such Vessels arriving.	Number of such fumigated by S.O.2.	Number of Rats killed.	Number of such fumigated by H.C.N.	Number of such on which trapping, poisoning, etc., were employed.	Number of Rats killed.	Number of such on which no measures were done.
Nil	Nil	Nil	Nil	Nil	Nil	Nil

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued.					Total.	No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After fumigation with			After Trapping, Poisoning.				
		H.C.N.	Sulphur.	H.C.N. & Sulphur.					
Ships up to 300 tons	20	—	—	—	—	—	20	20	
Ships from 301 to 1 000 tons ...	83	—	—	—	—	—	83	83	
" 1,001 to 3,000 " ...	31	3	2	—	—	5	26	31	
" 3,001 to 10,000 " ...	5	—	2	—	—	2	3	5	
Ships over 10,000 tons.....	—	—	—	—	—	—	—	—	
TOTAL	139	3	4	—	—	7	132	139	

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

CLASSIFICATION OF NUISANCES.

Nationality of Vessel.	Number inspected during 1937.	Defects of original construction	Structural defects through wear and tear.	Dirt, Vermin, and other conditions prejudicial to health.
British.....	3,635	Nil	65	66
Other Nations	1,134	Nil	17	14

VII.—FOOD INSPECTION.

(1) As there is no importation of food at the Port, the action under the Public Health (Imported Food) Regulations, 1925, Public Health (Imported Food) Amendment Regulations, 1933, Imported Milk Regulations, 1926, Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1927 is nil.

(2) *Shellfish, Public Health (Shellfish) Regulations, 1915.*—An order is in force under the above Regulations prohibiting the distribution for sale for human consumption, of any shellfish brought from any public laying or bed (unless such shellfish has been relaid in pure water for a period of at least one week). Copies of the Order are publicly displayed at all parts of the Harbour.

No action has been taken regarding the Public Health (Shellfish) Regulations, 1934.

(3) Number of samples of food examined by Bacteriologist, nil ; Analyst, nil.

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, Etc.

The following table gives a list of Vessels boarded during 1937 by the Medical Officer and Sanitary Inspector on account of disease during the voyage, or at the time in port, or while lying in harbour.

Date.	Name of Vessel.	Nationality.	Where from.	Rating of Sick	Nature of Sickness.	Remarks.
1937						
Jan. 3	Hoogland	Dutch	Bremen.....	2nd Mate and Mess Boy.	Influenza	Private treatment.
" 8	Slemish	British	Brest	Sailor	Catarrh	Private treatment.
" 9	Yorkbrook	Estonian	London	Fireman	Hernia	Left at London.
" 14	Kindliesel	British	Tyne	2nd Engineer...	Abscess	Private treatment.
" 18	Hoogland	Dutch	Amsterdam ...	Cook	Influenza	Private treatment.
" 18	Bovey Tracey	British	Dartmouth ...	Captain.....	Influenza	Private treatment.
" 23	Corstar	British	London	Steward and 2 Sailors.	Influenza	Private treatment.
" 23	Eildon	British	London	Sailor	Boils	Private treatment.
" 24	Ringhorn	Norge	Hull	Sailor	V.D.	Private treatment.
" 25	Schokland	Dutch	Rotterdam ...	Engineer	Influenza	Private treatment.
" 28	Swiftsure	British	London	Captain.....	Influenza	Private treatment.
" 30	Bifrost	Swede	Gothenborg....	Fireman.....	Influenza	Private treatment.
Feb. 2	Holland	Lithuanian...	Sea	Sailor	Accident	Private treatment.
" 4	Hanestrome	Swede	London	Fireman.....	Accident.....	Left at London.
" 7	Polglen	British	Cowes.....	Captain.....	Non-Infectious	Private treatment.
" 8	Foreland	British	Sluiskill	Bosun	Influenza	Private treatment.
" 17	Sirius	Swede	Caen.....	2nd Mate.....	Influenza	Private treatment.
Mar. 6	Nea	Norge	Rouen.....	Sailor	Poisoned hand.....	Private treatment.
" 7	Bifrost	Swede	Ghent.....	Fireman.....	Hernia	Private treatment.
" 9	Edith	Swede	Fecamp	Sailor	V.D.	Treatment at Fecamp.
" 13	Helge	Swede	Middlesbrough	Fireman.....	Stomach	Removed Hospital at Middlesbrough.
" 22	Keri	Estonian	Plymouth	2nd Engineer...	Stomach	Private treatment.
" 23	M.V. Westland	Dutch	Tyne	Chief Engineer	Stomach	Private treatment.
April 2	Whitley	British	Plymouth	Donkeyman ...	Accident.....	Body landed for burial.
" 13	Kaida	Estonian	Middlesbrough	Fireman.....	Eye trouble	Private treatment.
" 16	Sanfry	British	Bruges	Fireman.....	Accident to head...	Private treatment.
" 25	Wychwood	British	Zeebrugge ...	Wireless Operator.	Non-Infectious	Examined by M.O.H.
" 26	Ivan Gorthon	Swede	Liverpool	Sailor	Stomach trouble	Private treatment.
" 28	Skipjaek	British	London	Ordinary Seaman.	Boils	Private treatment

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, &C.—Continued.

Date.	Name of Vessel.	Nationality.	Where from.	Rating of Sick.	Nature of Sickness.	Remarks.
1937						
May 17	Silesia	Swede	Linham	Fireman	Stomach	Private treatment.
" 23	Backtoft	British	London	Mate	Accident	Private treatment.
June 9	Monark	Swede	Bordeaux	Fireman	Malaria (slight)	Recovered.
" 16	Venta	Latvian	Boness	Bosun	Eye trouble	Treatment in Boness.
" 17	Wm. T. Malling	Danish	Rotterdam	2nd Mate	Abscess	Private treatment.
" 19	Cygnus	Swede	Middlesbrough	Sailor	Catarrh in ears	Private treatment.
" 23	The Countess	British	London	Ordinary Seaman.	Accident to leg	Private treatment.
" 24	Oscar Gorthon	Swede	London	Sailor	Septic hand	Private treatment.
July 9	Creek Fisher	British	Havre	Sailor	V.D.	Treatment at R.V.I.
" 20	Rayford	British	Peterhead	Captain	Influenza	Private treatment.
" 26	Signfred	Swede	Shoreham	2 sailors and Fireman.	Burns	Private treatment.
Aug. 7	Lotte	Danish	Antwerp	Sailor	V.D.	Private treatment.
" 27	Ipswich Trader	British	London	Sailor	Accident	Private treatment.
" 27	Loannish Frangos	Greek	Immingham	Sailor	Accident	Private treatment.
Sept. 20	Ludolf Oldenorff	German	London	Sailor	V.D.	Treatment at London.
" 20	Ranee	British	Rotterdam	Sarang	Diabetes	Died at Rotterdam, 13/9/37.
" 20	Nea	Norge	Limerick	Fireman	Jaundice	Private treatment.
Oct. 8	Maria Gorthon	Swede	London	Captain	Influenza	Private treatment.
" 20	Aurora	Norge	Tyne	Captain	Accident	Private treatment.
Nov. 2	Vinemoor	British	Hull	3rd Engineer	Heart trouble	Discharged at Hull.
" 5	Jupiter	Swede	London	Fireman	Abscess	Private treatment.
" 12	Deva	Spanish	Hartlepool	Sailor	V.D.	Private treatment.
" 13	Girda Toft	Danish	Aberdeen	2nd Mate	V.D.	Private treatment.
" 20	Dago	Latvian	Grangemouth	Sailor	Pleurisy	Landed at Grangemouth.
Dec. 11	Corsea	British	London	Sailor	Influenza	Private treatment.
" 12	Afon Gwili	British	Rouen	Captain	Jaundice	Private treatment.
" 14	Whitetoft	British	Ghent	2nd Mate	Accident	Removed to Hospital, K.M.H.
" 24	N.C. Monberg	Danish	Nantes	Sailor	Accident	Private treatment.
" 26	Augusta L.	Norge	St. Helier	Steward	Heart trouble	Died on board.
" 31	Ivan Kondrup	Danish	Copenhagen	Sailor	V.D.	Private treatment.

NUMBER OF VESSELS HAVING SANITARY OR STRUCTURAL DEFECTS.

	Structural Defects.		Sanitary Defects.		Total.
	Foreign.	Coastwise.	Foreign.	Coastwise	
British Steam	10	55	8	55	128
British Motor	—	—	1	1	2
British Sail	—	—	—	1	1
Foreign Steam.....	5	12	—	14	31
Foreign Motor.....	—	—	—	—	—
Foreign Sail.....	—	—	—	—	—
Fishing	—	—	—	—	—
	15	67	9	71	162

Defects in above vessels have been dealt with as follows :—

	Work in hand.	Work completed.	Total.
Forecastle to clean out	—	22	22
Forecastle to paint out	—	19	19
Forecastle to repair.....	—	7	7
Forecastle to refit	—	6	6
Forecastle deck leaking	—	6	6
84 Ports to repair	—	33	33
Ventilators to repair	—	3	3
Bogies to repair and refit.....	—	12	12
Decks to wash down.....	—	3	3
Hawse pipe leaking	—	2	2
W.C.s to paint out	—	1	1
W.C.s to clean out	—	2	2
W.C.s to repair	—	12	12
W.C.s flushed on to quay	—	10	10
50 Old beds to destroy	—	7	7
Scupper pipes to clean out	—	1	1
Fresh water tanks to clean and cement	—	6	6
Galley floor to repair	—	1	1
Galley and Mess room to clean	—	1	1
Skylight to repair	—	1	1
Sanitary tanks to repair.....	—	1	1
Officers' rooms to repair.....	—	1	1
Washroom bulkhead to repair	—	1	1
Food lockers to renew	—	4	4
	—	162	162

The total number of ships found verminous was 13. Crews' quarters (forecastles) were the principal place affected. Fumigation was carried out and appeared satisfactory. It should be pointed out that repeated recommendations are made to Masters and other officers as to the efficacy of suitable insecticides so that these can be used as required.

DERATISATION EXEMPTION CERTIFICATES.

The following vessels were granted Deratisation Exemption Certificates after a thorough examination of the vessels had been made by the officers of the Port Sanitary Authority.

Date.	Name of Vessel.	Nationality.
1937		
Jan. 2	Dalewood	British.
„ 5	Vigsnes	Norge.
„ 9	M.V. Apollinaris VI.....	Dutch.
„ 13	S.V. Gad	Norge.
„ 16	Epanunondas C. Enebroicos	Greek.
„ 21	Indus.....	Swede.
„ 21	Kenneth Hawksfield	British.
„ 21	Cape St. Agnes.....	British.
„ 22	Pan	Norge.
„ 22	Waterland	British.
„ 26	Kalle H.....	Finnish.
Feb. 5	Hjalmar Wessel	Norge.
„ 6	Mortin.....	Estonian.
„ 10	Regulus.....	Swede.
„ 12	Birtley	British.
„ 17	Speedfast	British.
„ 19	Croham.....	British.
„ 23	Ask.....	Norge.
„ 25	Jim.....	British.
„ 27	Kenrix	British.
March 1	Lovisa	Swede.
„ 5	Linda	Estonian.
„ 6	Helmsdale	British.
„ 9	Eden Force.....	British.
„ 15	M.V. Wilhelmina	Dutch.
„ 22	Jellicoe Rose	British.
„ 22	Lesrix	British.
„ 22	Keri.....	Estonian.
„ 23	Jarrix.....	British.
„ 23	Cedarwood	British.
„ 25	Pegaway	British.
„ 27	Midsland.....	Dutch.
„ 30	M.V. Arend	Dutch.
„ 31	Linwood	British.
„ 31	Sojourner.....	British.
April 5	Dalegarth Force	British.
„ 7	Skipjack	British.
„ 9	Stanbrook (ex Lancer)	British.
„ 14	Kaida.....	Estonian.
„ 15	Therese	British.
„ 15	Zelo	British.
„ 16	Sylva	Greek.
„ 16	Norna	Swede.
„ 17	Chatwood	British.
„ 19	Whitetoft	British.

DERATISATION EXEMPTION CERTIFICATES.—*continued.*

Date.	Name of Vessel.	Nationality.
1937		
April 26	Northwood	British.
„ 27	Pool Fisher	British.
„ 29	Ravonia.....	British.
„ 29	Alona Mendi	Spanish.
May 7	Hubbastone	British.
„ 13	Swiftsure	British.
„ 13	Hanestrom IV.....	Swede.
„ 22	Tamworth	British.
„ 24	Afon Towy	British.
„ 26	Frode	Swede.
„ 28	Osrie.....	Swede.
June 1	Selvik.....	Norge.
„ 1	Henry	Norge.
„ 2	Chelwood	British.
„ 3	Alice Marie	British.
„ 4	Ferryhill	British.
„ 7	Dona Flora	British.
„ 8	Baron Erskine	British.
„ 9	M.V. Emerald Queen	British.
„ 10	Northern Firth	British.
„ 11	Queensland	British.
„ 11	Nautic.....	Estonian.
„ 24	Edenhurst	British.
„ 30	Sabina	Spanish.
July 1	Rudmore	British.
„ 7	Teeswood.....	British.
„ 13	Falvik	Swede.
„ 16	Monkstone	British.
„ 16	M.V. Westland	Dutch.
„ 19	Vesuvius	Swede.
„ 21	Gulhaug.....	Norge.
„ 26	Hilda	Finnish.
„ 27	Osmed.....	Swede.
„ 28	Waterland	British.
„ 28	Corbrae.....	British.
„ 30	Corton.....	British.
Aug. 3	Lakewood	British.
„ 4	B. O. Borjesson.....	Swede.
„ 9	Marta	Estonian.
„ 9	Inga	Finn.
„ 13	Marathon.....	Greek.
„ 17	Hjalmar Wessel	Norge.
„ 18	Zilos	Finn.
„ 19	Log.....	Norge.
„ 19	Pan	Norge.
„ 25	Ask.....	Norge.
„ 26	M.V. Gorecht	Dutch.
„ 28	The Viceroy.....	British.
Sept. 7	Havborg	Norge.
„ 8	Redcar	British.
„ 8	Roy	Norge.
„ 14	Wychwood	British.
„ 20	Strait Fisher	British.
„ 21	Hulda Thorden	Finnish.
„ 23	Linwood	British.

DERATISATION EXEMPTION CERTIFICATES.—*continued.*

Date.	Name of Vessel.	Nationality.
1937		
Sept. 23	Letchworth	British.
„ 27	Rokta	Norge.
„ 27	Warkworth	British.
„ 27	Yewarch	British.
„ 30	Yewcroft	British.
Oct. 11	Telma	Finnish.
„ 11	Kristine I.	Norge.
„ 14	Southwood	British.
„ 14	Brabant	Swede.
„ 15	Ronny.....	Swede.
„ 15	Nils Gorthon	Swede.
„ 15	Backworth	British.
„ 19	Huncliffe	British.
„ 27	Trentwood	British.
„ 29	M.V. Williamstown	British.
„ 29	Blush Rose	British.
Nov. 1	Felix.....	Norge.
„ 1	Niord.....	Norge.
„ 8	Greth.....	Swede.
„ 12	Bondicar.. ..	British.
„ 13	Svangen.....	Swede.
„ 15	I. W. Wink	Swede.
„ 15	Swiftsure	British.
„ 15	Ingaro	Swede.
„ 16	Foam Queen	British.
„ 24	Forshult	Swede.
„ 26	Redhall.....	British.
„ 26	Arnfinn Jarl	Norge.
Dec. 2	Procyon	Norge.
„ 3	Channel Fisher	British.
„ 22	Greyfriars.....	British.
„ 28	Augusta L.	Norge.

FUMIGATION OF VESSELS AND OTHER MEASURES TAKEN FOR THE DESTRUCTION OF RATS.

Date.	Name of Vessel.	Necessity for Fumigation.	Action Taken.	No. of Rats reported found after Fumigation.
1937	S.S.			
Jan. 5	Nicos.....	Rat infestation...	Fumigated S.O.2.	5
Mar. 8	Aenos	Rat infestation	Fumigated H.C.N.	21
April 13	Sylva	Trapping	2
May 4	Glenmoor.....	Owners' request..	Fumigated H.C.N.	—
Sept. 2	Alnmoor	Owners' request..	Fumigated S.O.2.	—
,, 16	Northmoor	Owners' request..	Fumigated S.O.2.	—
Oct. 7	Westmoor	Owners' request..	Fumigated S.O.2.	2
Nov. 22	Baron Inchcape	Rat infestation	Fumigated S.O.2.	4

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

The following table gives the number of vessels boarded in Blyth by the Officers of the Port Health Authority, on account of them coming directly or indirectly from Foreign ports, infected or suspected of being infected, with Cholera, Plague, Yellow Fever or Typhus Fever :—

Date 1937.	From Infected Ports to Blyth.		From Suspected Ports to Blyth.		Total.
	Direct.	Indirect.	Direct.	Indirect.	
January	—	3	—	1	4
February.....	—	1	—	6	7
March.....	—	1	—	8	9
April	—	2	—	9	11
May.....	—	—	—	4	4
June	—	3	—	5	8
July	—	1	—	4	5
August	—	—	—	8	8
September	—	—	—	8	8
October.....	—	—	—	4	4
November	—	—	—	4	4
December	—	1	1	1	3
	—	12	1	62	75

NATIONALITIES OF VESSELS ARRIVING AT THE PORT OF BLYTH, 1937.

(Excluding Fishing Vessels).

British.....	3,609
Swede.....	305
Norge	250
Dutch.....	156
Finnish	82
Danish	75
German.....	65
Belgian	60
Estonian.....	49
Latvian.....	49
Greek	9
Russian.....	8
Spanish	7
French	5
Lithuanian	2
Egyptian	1
Hungarian	1
Portuguese	1
American.....	1
Panama	1
Jugo Slav	1
Icelandic	1
	<hr/>
	4,738

Fishing Vessels.

British.....	52
Icelandic	5
Dutch.....	2
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	59
	<hr/>
GRAND TOTAL	4,797

